



Yeargate Limited

LAND NORTH OF BIRCH BUSINESS PARK

Environmental Statement Volume I Chapter 3 – The
Proposed Development

August 2026

UK0040790.1297





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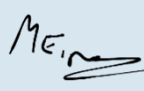
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3 THE PROPOSED DEVELOPMENT

3.1 INTRODUCTION

- 3.1.1. This chapter provides a description of the Proposed Development and provides a description of how it would be constructed, alongside the assumptions used for the basis of assessment where this information is subject to confirmation at a later date. This description aligns with the planning application, and, together with the supporting plans (as identified in Section 3.3 below), forms the basis for technical assessments which are documented in technical chapters 6 to 16.

3.2 OVERVIEW OF THE PROPOSED DEVELOPMENT

- 3.2.1. This ES relates to an:

“Outline planning application (with all matters reserved other than access) for employment development comprising industrial and warehouse floorspace (Use Classes B2 and B8) together with ancillary class E office, with supporting loading bays, trailer bays, trailer park spaces, parking spaces, landscaping, infrastructure and associated works.”

- 3.2.2. Permission is sought for a total of 12,241 sqm GIA of B2/B8 floorspace including ancillary office floorspace. Proposed Unit A will have a total gross internal floorspace of 6,452 sqm and a ridge height of up to 18m. Proposed Unit B will have a gross internal floorspace of 5,789 sqm and a ridge height of up to 18m.

AIMS OF THE PROPOSED DEVELOPMENT

- 3.2.3. The Proposed Development is needed to help deliver the Places for Everyone Joint Plan, which allocates land for employment purposes under Policy JP 1.1. Without this Proposed Development, the joint plan allocation will not be delivered and the jobs and economic growth associated with the allocation will not be delivered.
- 3.2.4. The objectives for the Proposed Development are:
- To provide employment space fit for current and future market requirements;
 - To support job creation and economic growth in Rochdale and Greater Manchester region; and
 - Promote further investment within the Borough.

PLANNING CONTEXT

- 3.2.5. The National Planning Policy Framework (NPPF) (2024) (**Reference 3.1**) is material consideration for development management purposes. Relevant overarching considerations of the NPPF include:
- Achieving sustainable development;
 - Plan making;
 - Building a strong, competitive economy;
 - Promoting sustainable transport;
 - Making effective use of land; and
 - Achieving well designed places.

3.2.6. The adopted Development Plan for the area comprises the Rochdale Core Strategy (adopted October 2016) (**Reference 3.2**). Policies for consideration within the development comprise the following:

- Policy SP2 – The Spatial Strategy for the borough;
- Policy E2 – Increasing jobs and prosperity;
- Policy E3 – Focusing on economic growth corridors and areas;
- Policy E4 – Managing the release of land to meet future employment needs;
- Policy P2 – Protecting and enhancing character, landscape and heritage;
- Policy P3 – Improving design of new development;
- Policy G1 – Tackling and adapting to climate change;
- Policy G2 – Energy and new development;
- Policy G3 – Renewable and low carbon energy developments;
- Policy G6 – Enhancing green infrastructure;
- Policy G7 – Increasing the value of biodiversity and geodiversity;
- Policy G8 – Managing water resources and flood risk;
- Policy G9 – Reducing the impact of pollution, contamination and land instability;
- Policy T1 – Delivering sustainable transport;
- Policy T2 – Improving accessibility; and
- Policy DM1 – General development requirements.

3.2.7. The Council are currently consulting on a draft Local Plan (**Reference 3.3**), whilst not formally adopted the relevant policies include:

- Policy SO1 – A Sustainable and Resilient Place;
- Policy SO2 – A Prosperous Place;
- Policy S1 – Sustainable and Energy Efficient Development;
- Policy S2 – Climate Resilience;
- Policy S4 – Managing Water Resources and Flood Risk;
- Policy S5 – Reducing the Impact of Pollution, Contamination and Land Instability;
- Policy PR6 – Delivering Employment Floorspace;
- Policy PR7 – Business, Industry and Warehousing Development;
- Policy PR9 – Employment Zones and Existing Employment Sites;
- Policy G1 – Nature Positive Development;
- Policy G3 – Green Infrastructure and New Development;
- Policy G5 – Urban Greening;
- Policy G6 – Trees, Hedgerows and Woodland;
- Policy G7 – Biodiversity and Geodiversity;
- Policy G8 – Conserving and Enhancing the Landscape;
- Policy T3 – Parking Provision and Drop-off Facilities;

- Policy T4 – Transport Statements, Assessments and Travel Plans for New Development;
- Policy T5 – Accessibility Criteria;
- Policy DM1 – General Development Requirements; and
- Policy DM2 – Delivering Planning Contributions and Infrastructure.

- 3.2.8. The Northern Gateway SPD (2025) **Reference 3.4** is material consideration for development management purposes. In order to support the delivery of the JPA1.1 Allocation Site, Bury and Rochdale Councils have adopted the Northern Gateway Development Framework ('NGDF') (adopted March 2025). The SPD aims to inform the preparation of the Design Codes and Infrastructure Phasing and Delivery Strategy (IPDS) for the site and to effectively bridge the gap between the allocation of the site in PfE and the subsequent detail of the development that will emerge through planning applications on the site. The key parts of the NGDF include:
- Delivery of around 1,200,000 sqm of high-quality employment space suitable for a range of employment uses including advanced manufacturing, industrial, storage and distribution, as well as around 1,200 new homes, consisting of around 1,000 new homes at South Heywood and around 200 new homes off Castle Road, alongside other ancillary uses;
 - Delivery of a permeable, safe and legible network of routes across the JPA1.1 Allocation Site creating a highly accessible and sustainable development which fully integrates into surrounding movement and transport infrastructure and promotes sustainable transport choices; and
 - Delivery of a structured network of green and blue routes and spaces helping to provide a meaningful and accessible recreation resource to proposed and surrounding communities, helping to support and enhance local habitats and biodiversity, and provide naturalised mitigation helping limit any negative impacts the development of Northern Gateway may have on its surrounding context.
- 3.2.9. In relation to the Town and Country Planning (Use Classes) Order (1987) (**Reference 3.5**) as amended, the Proposed Development falls within the following Use Classes: B2 General Industrial and B8 Storage or Distribution. There is likely to be a small element of ancillary office space within the development, but any such floorspace would be integral to and ancillary to B2 / B8 uses, rather than specific buildings within use class E(g).

3.3 PLANS AND DESIGN ASSUMPTIONS

- 3.3.1. The Proposed Development is illustrated by a plan. The plan to be used for the purpose of the EIA, are summarised below:

Figure 3-1 - Illustrative Development Framework Plan



Figure 3-2 - Illustrative Development Framework Plan (Drawing Ref. 25017-HFR-AV-XX-DR-A-9120 Rev P3)

3.3.2. These plans are supported by a series of design principles which provide supplementary details.

PLANNING APPLICATION BOUNDARY

3.3.3. All temporary and permanent activities relating to the construction and operational activities of the Proposed Development would be contained within the planning application boundary as illustrated in **Figure 1-2: Planning Application Boundary**. The EIA is based upon this planning application boundary.

PROPOSED DEVELOPMENT LAYOUT / LAND USE

- 3.3.4. The main elements of the Proposed Development are summarised above in Section 3.2 of this chapter and are shown on **Figure 3-2: Illustrative Development Framework Plan**. This plan will not be an approved drawing, rather it demonstrates how the Proposed Development might be built out. Due to the outline nature of the planning application, uncertainty exists with regard to the reserved matters and as such the ES is prepared along maximum design parameters with the project description maintaining flexibility in defining the scope of the assessment.

BUILDING MATERIALS AND FEATURES

- 3.3.5. The appearance will be secured at reserved matters stage but it is likely that the proposal will reflect the surrounding business park and contemporary design principles in creating a high-quality warehouse/industrial building.

CLIMATE CHANGE RESILIENCE

- 3.3.6. The Proposed Development incorporates several embedded design measures to take the likely impacts of climate change into account. These measures are summarised in the Renewable Energy Statement for the Proposed Development.

OPERATIONAL ACCESS AND MOVEMENT

Vehicular Access and Movement

- 3.3.7. Traffic will access the Site via the existing priority junction connecting Birch Business Park to Moss Hall Road. From there, vehicles will proceed northeast along the internal site road. Access to the Proposed Development will be provided through a new, simple priority-controlled T-junction, positioned off the internal road within Birch Business Park.
- 3.3.8. Clear separation of HGVs and cars is provided, with a clearly separated yard and car parking.

Parking Facilities

- 3.3.9. Consideration of Rochdale MBC's parking standards has been given in determining the required parking provision proposed for the unit. Unit A will be supported by a total of 65 car parking spaces, 8 accessible car parking spaces 12 cycle parking spaces, and 3 powered two-wheeler parking spaces. Unit B will be supported by a total 56 car parking spaces, 8 accessible car parking spaces, 12 cycle parking spaces, and 3 powered two-wheeler parking spaces.

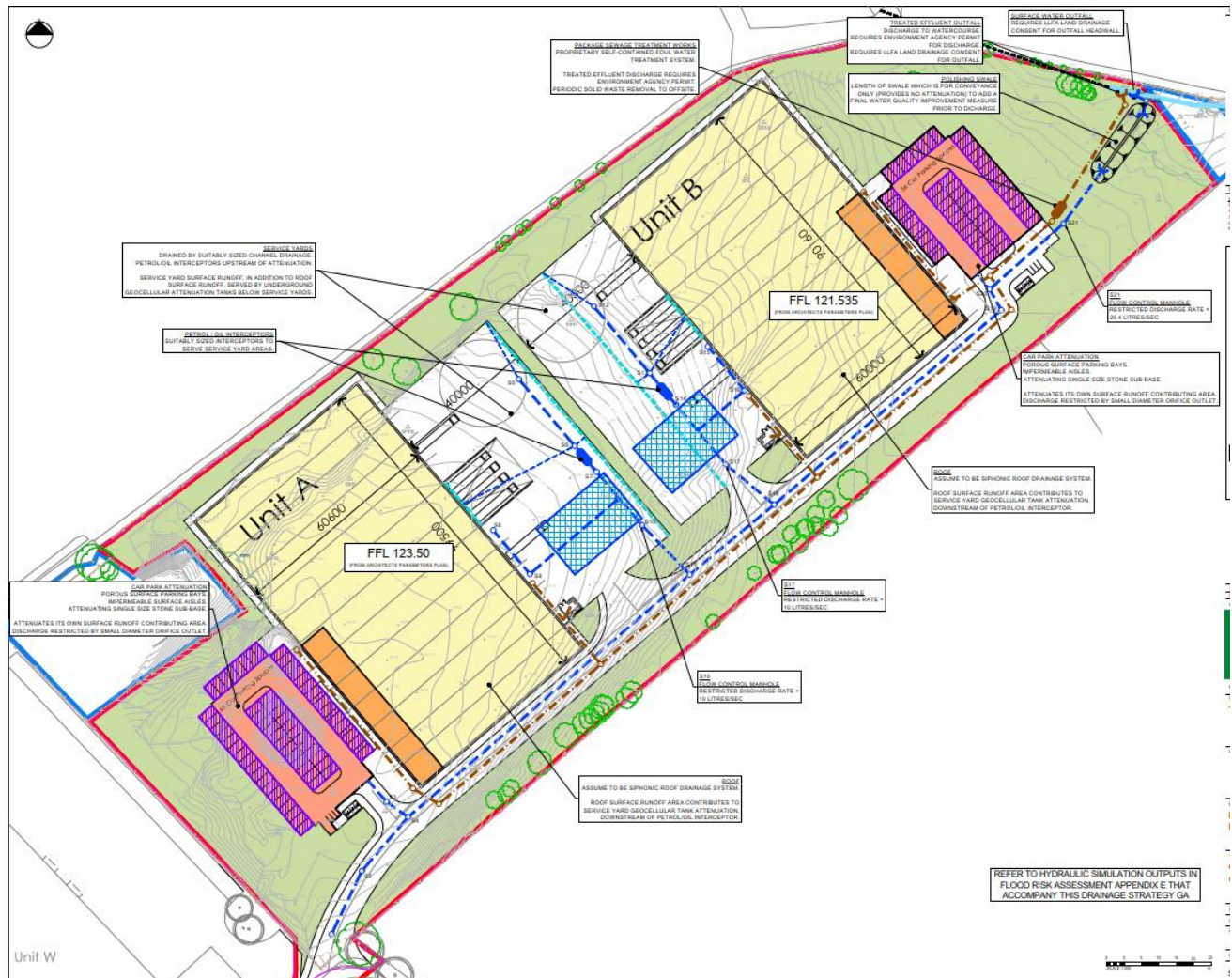
Non-vehicular Access and Movement

- 3.3.10. The proposed layout provides the most direct pedestrian route from the footpath into the development site/building and avoids the need for the crossing of access roads and HGV routes.

PROPOSED DRAINAGE

- 3.3.11. The proposed drainage is detailed on the **Figure 3-3 – Proposed Drainage Plan**:

Figure 3-3 - Proposed Drainage Plan (Drawing Ref. 5029705-RDG-XX-00-D-C-000501



PROPOSED NEW STATUTORY SERVICES CONNECTIONS

3.3.12. New connections will be required for utility networks across the Proposed Development which are summarised below.

Electricity

3.3.13. The local electricity distribution network is operated by Electricity North West (ENWL) connecting to the National Grid network, owned by National Grid.

Alternative Energy Provisions

3.3.14. The following alternative or renewable energy sources are proposed within the development:

3.3.15. Solar Photovoltaics: installation of solar photovoltaics (PV) could be incorporated into the new build along with air source heat pumps for electric heating.

Water Network

- 3.3.16. This is regulated by United Utilities Water (UU). UU will be responsible for all water and sewerage functions, including water treatment and distribution, metering, billing, sewerage network and waste water treatment.
- 3.3.17. There are no existing public surface water and foul water sewers located in proximity to the site.
- 3.3.18. There is private surface water and foul water drainage within the surrounding roads of the Business Park.

Telecommunications

- 3.3.19. Telephony services are predominantly provided by British Telecommunications (BT) Openreach predominantly operate in the area. It is anticipated that other telecom operators such as Sky, TalkTalk, Now, Plusnet, Virgin Media operate in the Proposed Development area.
- 3.3.20. There are existing main services within the Site area, diversions and disconnections are anticipated at this stage.

EMBEDDED (PRIMARY) MITIGATION

- 3.3.21. **Table 3-1** below describes the proposed ‘embedded’ (environmental design) mitigation measures that are considered to be an inherent part of the Proposed Development i.e. the project design principles adopted to avoid or prevent adverse environmental effects. These embedded (primary) mitigation measures should not be confused with additional (secondary and tertiary) mitigation proposed in order to avoid, prevent or reduce and, if possible, offset likely significant adverse effects on the environment, which are described within each technical chapter.

Table 3-1 - Embedded (Environmental Design) Mitigation Measures

Environmental Factor to which the Embedded (Environmental Design) Mitigation Measure Relates	Embedded (Environmental Design) Mitigation Measure
Air Quality	The Proposed Development is not located within an Air Quality Management Area (AQMA). The principal embedded mitigation measure is the preparation and implementation of a Construction Environmental Management Plan (CEMP) to control fugitive dust and PM10 emissions during construction. This includes dust suppression, site management, vehicle controls and track out prevention measures during construction. During operation, the scheme incorporates electric vehicle charging infrastructure and secure cycle parking facilities to promote sustainable travel choices and minimise transport-related emissions. Together, these measures form part of the embedded design of the development and contribute to the conclusion that residual air quality effects are not significant.
Archaeology	Any archaeological remains affected by the development would be subject to a programme of Archaeological Monitoring and Recording (AMR) prior to, or during, groundworks to ensure preservation by record.

Environmental Factor to which the Embedded (Environmental Design) Mitigation Measure Relates	Embedded (Environmental Design) Mitigation Measure
	Archaeological Monitoring and Recording would document any surviving archaeological features, including potential post-medieval cottage remains and former field boundaries, contributing to understanding of the local historic landscape. The AMR programme is anticipated to be secured through a planning condition attached to any consent.
Ecology, Biodiversity and Landscape and Visual	■ Habitat Management & Maintenance Plan (HMMP) implemented over 30 years to ensure retained and created habitats are managed to maintain/reach their condition. ■ BNG Compensation - Creation and management of habitats both on-site and off-site to offset losses. ■ Great Crested Newts Precautionary working methods during habitat management; DLL Scheme ensures conservation status. ■ Common Amphibians. Any encountered during habitat maintenance moved away. ■ Bats: Lighting design maintains hedgerows and woodland as dark corridors (<0.5 lux); native, flowering plants to attract insects. ■ Badgers: Precautionary working methods during habitat management; lighting ensures dark corridors. ■ Hedgehogs: Precautionary checks before habitat maintenance; clearance outside December–March to avoid hibernating hedgehogs. ■ Breeding Birds: Nesting bird checks before habitat maintenance; works outside nesting season where possible. ■ Invertebrates: Habitat management ensures ragwort is not removed; pollinator-friendly planting (wildflowers, shrubs, flowering trees). ■ Construction Ecological Management Plan (CEMP): Sets out how protected fauna and habitats will be managed during construction. ■ HMMP: Ensures long-term management during operation. ■ Enhancement Opportunities: Creation of neutral grassland, mixed scrub, broadleaved woodland, fens, tree planting, and species-rich hedgerow planting. The LVIA identifies the following mitigation measures as being embedded within the design of the scheme to reduce landscape and visual effects and assist integration with the existing character of Birch Business Park: ■ Retention and enhancement of existing mature trees, hedgerows and scrub around the site perimeter wherever possible. ■ Reinforcement of existing boundary planting through gapping-up of native hedgerows. ■ Provision of additional native tree, hedgerow, scrub and woodland planting throughout the site and along site boundaries. ■ Inclusion of wildflower planting and habitat creation to compensate for losses of grassland, scrub, reedbed, fen and hedgerow habitats.

Environmental Factor to which the Embedded (Environmental Design) Mitigation Measure Relates	Embedded (Environmental Design) Mitigation Measure
	■ Use of locally appropriate native planting species to reflect the surrounding landscape character and ecology. ■ Concentration of scrub, woodland and specimen tree planting within the eastern and north-eastern parts of the site to soften views and reduce intervisibility from nearby receptors. ■ Additional structural landscaping along the northern, western, southern and south-eastern boundaries to provide visual screening and soften views of the development. ■ Design of the proposed warehouse buildings using materials, colours and forms that reflect the existing units within Birch Business Park, enabling the development to read as a logical extension of the established employment area. ■ Sensitive site layout and landscape design that integrates the development into its surroundings and helps reduce visual prominence over time as planting matures. ■ Long-term management and maintenance of the landscape scheme, including replacement of any failed planting and ongoing maintenance of mitigation planting for a 30-year period. Construction-phase embedded measures. ■ Application of standard construction environmental management practices to minimise visual disturbance, dust and noise during construction. ■ Scheduling of deliveries outside peak hours to reduce temporary effects on local receptors and highway users.
Noise and Vibration	While no mitigation is required, the report identifies an opportunity for environmental enhancement: ■ Planting exposed boundaries: Vegetation could be added to boundaries facing sensitive receptors. This would: ■ Remove line of sight to noise sources. ■ Subjectively lessen the impact of commercial noise. Further information is provided in Volume 1, Chapter 7: Noise and Vibration of this ES.
Population and Human Health	■ Enhanced Pedestrian and Cycle Infrastructure: Improves accessibility and encourages active travel. ■ Installation of EV Charging Facilities: Promotes sustainable transport for site users. ■ Improvements to Public Transport Accessibility: Supports modal shift and reduces reliance on private vehicles. ■ Measures to Encourage Sustainable Travel Behaviour: Includes incentives and infrastructure for walking, cycling, and public transport. ■ Improved Connectivity to Local Walking and Cycling Networks: Integrates the site with existing sustainable transport routes. ■ Noise Boundary Planting: Landscaping to reduce noise impacts for nearby receptors.

Environmental Factor to which the Embedded (Environmental Design) Mitigation Measure Relates	Embedded (Environmental Design) Mitigation Measure
	■ Detailed Landscape Design and Planting: Considers drought, extreme weather, and wind damage. ■ Landscape Management Plan: Ensures long-term resilience and biodiversity. Further information is provided within Volume 1, Chapter 13 Population and Human Health of this ES.
Traffic and Transport	During the construction stage a Construction Traffic Management Plan will be submitted and agreed to with the Highway Authority. ■ Travel Plan Implementation: ■ Embedded measures to promote sustainable travel behaviour include: ■ Enhanced pedestrian and cycle infrastructure. ■ Installation of electric vehicle charging facilities. ■ Improved connectivity to local walking and cycling networks. ■ Measures to encourage modal shift away from single occupancy vehicle trips. ■ Improved public transport accessibility (under the sensitivity/bus gate scenario). Further information is provided within Volume 1, Chapter 6 Traffic and Transport of this ES.
Water Resources, Flood Risk and Drainage	■ Geocellular storage tanks and oversized pipes attenuate surface water runoff, restricting post-development discharge to 26.4 l/s (the 1-year greenfield rate), below the QBAR greenfield rate, reducing downstream flood risk. ■ Flow control device embedded in the drainage system ensures discharge rates remain at or below greenfield levels, benefiting downstream watercourses. ■ SuDS treatment train includes trapped gullies, silt traps, catchpit manholes, and a polishing swale to capture and treat pollutants from surface water runoff before discharge. ■ Polishing swale acts as the final treatment stage for water quality, planted with native species to enhance biodiversity and ecological value along the eastern boundary. ■ Permeable surfacing in car park bays provides source-level attenuation, reduces first-flush runoff, and improves removal of total suspended solids (TSS). ■ Site levels and grading are designed to ensure exceedance flows from storms above the 1:30-year design standard are safely conveyed away from buildings and contained within the site boundary. ■ Package treatment works treat foul water onsite and discharge treated effluent to the Ordinary Watercourse, subject to EA Environmental Permit consent, preventing water quality deterioration.

Environmental Factor to which the Embedded (Environmental Design) Mitigation Measure Relates	Embedded (Environmental Design) Mitigation Measure
	■ Routine maintenance and compliance monitoring are embedded, including inspections of SuDS features, drainage infrastructure, and effluent quality sampling at the discharge point. ■ Environmental enhancement opportunities include the polishing swale for water quality and habitat creation, permeable paving for pollution control, net reduction in downstream flood risk, and potential de-culverting of the Ordinary Watercourse to enhance ecological and hydrological value. The Sustainable Drainage Strategy on site includes a series of attenuation ponds which help manage and drain surface water run-off, without impacting on existing utility drainage networks. Other benefits to the strategy include enhanced water quality and attractive habitats for wildlife in watercourses. Further information is provided in Chapter 12: Water Resources, Flood Risk and Drainage of this ES.
Climate Change	For Greenhouse Gas (GHG) Emissions: ■ BREEAM Materials Credits: Including a Life Cycle Assessment (LCA) to assess and reduce embodied carbon in construction materials. ■ Construction Transport Management Plan (CTMP): To minimise GHG emissions from construction-related transport. ■ Passive Electric Vehicle (EV) Charging Provision: Infrastructure to support future uptake of electric vehicles. ■ Travel Plans: For each building, to encourage sustainable transport modes and reduce private vehicle use. ■ Servicing and Delivery Strategy: To manage and reduce emissions from heavy-duty vehicle (HDV) and delivery movements. ■ Energy Efficiency Measures: ■ Improved building envelope and energy-efficient design ("Be Lean"). ■ Mechanical Ventilation with Heat Recovery (MVHR) for office spaces. ■ High-efficiency lighting installations. ■ Use of Air Source Heat Pumps (ASHPs) ("Be Clean"). ■ Installation of high-efficiency solar Photovoltaic (PV) panels ("Be Green"). ■ Cycle Storage: Provision of 24 cycle spaces, exceeding local policy requirements, to promote cycling. ■ Pedestrian Linkages: Connections to existing Public Rights of Way (PROW) to support active travel. For Climate Change Resilience ■ Detailed Landscape Design and Planting: To account for drought, extreme weather conditions, and wind damage. ■ Landscape Management Plan: To ensure ongoing maintenance and protection of planted species.

Environmental Factor to which the Embedded (Environmental Design) Mitigation Measure Relates	Embedded (Environmental Design) Mitigation Measure
	- Flood Risk and Drainage Strategy: Embedded measures from the Flood Risk Assessment & Drainage Strategy Report. - Compliance with Building Regulations: Including Part L (energy) and Part S (EV charging).
Cultural Heritage	Construction Environmental Management Plan (CEMP): - Appropriate mitigation measures (such as dust, noise, and vibration controls) will be embedded in the CEMP, which is to be agreed with the Local Planning Authority (LPA)¹. - CEMP will ensure that tall plant and machinery (including cranes) are present for the minimum practicable period, further reducing temporary impact.

3.4 PROPOSED STRATEGIES

3.4.1. A number of strategies are being prepared to support the ES, as discussed in the paragraphs below.

MASSING STRATEGY

- 3.4.2. The proposed massing strategy has been carefully developed to respond to the established character and topography of Birch Business Park while maximising the efficient use of the allocated employment site.
- 3.4.3. It has been demonstrated that the development can accommodate two standalone industrial and warehouse buildings (Use Classes B2/B8) arranged either side of a central service and circulation area, creating a clear and legible layout that separates operational and staff movements.
- 3.4.4. The scheme could deliver a total of approximately 12,241 sq.m GIA, comprising Unit A (6,452 sq.m) and Unit B (5,789 sq.m), with ancillary office accommodation integrated within each building. Both units could accommodate ridge height of around 18 metres, reflecting current market requirements for modern logistics and industrial occupiers whilst remaining consistent with the scale of surrounding employment development.
- 3.4.5. The massing has been informed by the site's significant level changes, with building platforms and finished floor levels set at approximately 123.5m AOD for Plot A and 121.535m AOD for Plot B, allowing the development to follow the natural topography and reinforce the established hierarchy of the business park. Extensive structural landscaping, woodland planting and retained boundary vegetation are incorporated around the perimeter to soften the visual appearance of the buildings, break up their perceived bulk and provide an appropriate transition to the surrounding countryside and public viewpoints.

DRAINAGE STRATEGY

3.4.6. The Proposed Drainage Strategy is provided as **Figure 3-3**.

Surface Water

- 3.4.7. The Proposed Development shall adopt the principles within Sustainable Urban Drainage Systems (SuDS) and follow the drainage hierarchy as set out in the Building Regulations Part H and CIRIA C753 'The SuDS Manual'.
- 3.4.8. The preferred discharge route for surface water is to the existing Ordinary Watercourse at the eastern boundary of the site. This is feasible and aligns with the SuDS hierarchy, as infiltration is not viable due to cohesive underlying clays, and there are no public surface water sewers nearby.
- 3.4.9. Surface water will be attenuated on site using a combination of geo cellular storage tanks and oversized pipes. The required attenuation volume is to contain the 100-year storm event plus a 45% climate change allowance.

Foul Water

- 3.4.10. Foul water from the new industrial units will be treated on-site using a proprietary, self-contained package treatment plant.

LANDSCAPE STRATEGY

- 3.4.11. The following planting types are proposed across the Proposed Development as part of the Landscape Strategy:
- 3.4.12. The illustrative landscape strategy demonstrates the potential delivery of a range of habitats and landscape features across the site, including areas of soligenous fen, species-rich grassland and wildflower meadow, native woodland and scrub planting, specimen trees, amenity grassland and ornamental shrub planting. The extent, location and composition of these features will be refined through the detailed design stage and secured through subsequent reserved
- 3.4.13. The enclosed landscaping strategy provides illustrative cross sections across landscape edges and buffers.

BIODIVERSITY STRATEGY

- 3.4.14. Landscape opportunities identify potential areas where landscape and ecological enhancement may be appropriate. The existing Site has been analysed to provide a series of landscape opportunities and linkages within the Site boundaries, as well as looking to the wider landscape to provide physical connections, such as woodland and hedgerows.
- 3.4.15. A variety of habitats will be created through the Proposed Development, either through the proposed planting types or landscape opportunities.
- 3.4.16. The planting types proposed include, native hedgerow planting, and tree planting, amenity shrub and tree planting.
- 3.4.17. Further information regarding the protection of biodiversity during the construction and operation of the Proposed Development is provided in Volume 1, Chapter 11: Ecology.

WASTE MANAGEMENT STRATEGY

Commercial Waste

- 3.4.18. In general, waste generated within the various commercial land uses should be stored within local waste storage areas for management by a facilities management or estates team. Alternatively,

some land uses could provide internal waste storage areas within their tenanted area as part of the fit-out stage.

- 3.4.19. After waste minimisation, any remaining waste should be reused or recycled where possible in line with regulatory stipulations throughout the construction process. These waste storage areas should have space dedicated for refuse, recycling and where appropriate, food waste and hazardous waste streams.
- 3.4.20. It is recommended that at least 50% of the allocated waste storage space should be dedicated to the storage of segregated materials for recycling.
- 3.4.21. Through future reserved matters applications, enclosed bin storage areas will be provided in line with current legislation to ensure that all future buildings within the Proposed Development are provided with adequate space to meet the needs of the end user. The removal of waste will be dealt with by a suitably appointed waste management contractor or local authority.
- 3.4.22. No burning of waste shall be allowed on the Proposed Development.

ENERGY STRATEGY

- 3.4.23. Overall, the Proposed Development will look to promote the energy hierarchy by reducing the need for energy in the first instance, then provide energy efficiently before offsetting energy locally through low or zero carbon technologies.
- 3.4.24. The buildings will be designed in line with building regulations and with regards to energy conservation will look to improve upon requirements.
- 3.4.25. The energy strategy aims to ensure a standards-based approach is adopted for the Proposed Development, as well as accounting for a development timeline that is likely to span multiple changes in regulation and policy.
- 3.4.26. The proposed units, unit A and unit B, would deliver a 4.5% betterment of total annual CO₂ over the figures set out within Part L of the Building Regulations.
- 3.4.27. This is achieved through multiple methods, including: high-performance insulation within the building envelope; airtight construction; Air Source Heat Pumps (ASHP); no gas boilers or on-site combustion systems; Mechanical Ventilation with Heat Recovery (MVHR) in offices; pipe and duct insulation; Photovoltaic Panels (PV); and use of LED lighting with daylight dimming and automated presence control.
- 3.4.28. Other sustainability measures include planting of native trees, support for future EV integration, future battery storage compatibility, and climate resilience through passive overheating controls.
- 3.4.29. As such, with the above measures in place, the report concludes that there is significant reduction of potential carbon emissions as a result of the development proposals. Both units are projected to achieve an EPC Rating of 'A', and should they be BREEAM assessed, they are likely to achieve 'Excellent' status.
- 3.4.30. For further details, please refer to the Renewable Energy Statement, which has been prepared separately as part of the planning application.

CONSTRUCTION PROPOSALS

PROGRAMME

- 3.4.31. It is currently anticipated that construction will commence in 2027 and is expected to be completed in 2028/29.

PROPOSED KEY CONSTRUCTION ACTIVITIES

- 3.4.32. The key construction works are likely to be divided into four broadly sequential activities:
- Site clearance and foundations;
 - Major infrastructure;
 - Building construction; and,
 - Landscaping and minor infrastructure.

CONSTRUCTION WORKING HOURS

- 3.4.33. It is anticipated that the standard working hours will be 0800 hours to 1800 hours on weekdays, 0800 hours to 1300 hours on Saturdays and no working on Sundays or Bank Holidays.
- 3.4.34. This will however be reviewed against relevant guidance and through discussions with RBC. Any exceptions to standard working hours / practices would be agreed with RBC in advance. The working hours will be secured via an appropriately worded condition.

CONSTRUCTION ACCESS / HAULAGE ROUTES, TRAFFIC AND PARKING

- 3.4.35. These will be identified through CEMPs pursuant to each plot.

SAFETY, SECURITY AND FENCING

- 3.4.36. Site traffic will be kept separate from pedestrian and vehicular traffic during construction. Construction work areas will be fenced off from the general public.
- 3.4.37. Traffic barriers and suitable signage will be erected to alert pedestrians and vehicular traffic of the works and the temporary safety precautions that are in place.
- 3.4.38. Routes will be clearly signed, well maintained and adequately illuminated.

CONSTRUCTION COMPOUNDS

- 3.4.39. The location of the construction compounds are currently unknown, this detail will be provided as part of subsequent reserved matters applications and secured through planning conditions as necessary.

TEMPORARY DRAINAGE SOLUTION

- 3.4.40. Drainage mitigation measures will be and implemented during the construction phase, please refer to Volume 1, Chapter 12: Water Resources, Flood Risk and Drainage for further detail.

VEGETATION REMOVAL, WORKS AND RETENTION

- 3.4.41. An arboricultural survey has been undertaken for the Site which has informed the design of the Proposed Development, the trees and hedgerows have been retained wherever possible. An Arboricultural Impact Assessment has been prepared separately as part of the planning application

which covers the potential arboricultural impacts and mitigation measures for the Proposed Development.

CONSTRUCTION PLANT

- 3.4.42. The construction plant was not known at the time of writing. However, for assessments within this ES, assumptions have been drawn from BS 5228:2009+A1:2014 'Code of practice for noise and vibration control on construction and open site's part 1'.

CONSTRUCTION WASTE

- 3.4.43. The main contractor will be required to investigate opportunities to minimise waste arising at source and, where such waste generation is unavoidable, to maximise the recycling and reuse potential of construction materials.

IMPLEMENTATION OF MITIGATION IDENTIFIED IN THE ES

- 3.4.44. It is anticipated that the mitigation measures identified in the ES will be implemented and secured through the reserved matters applications and secured through planning conditions as necessary.

KEY CONSTRUCTION PRACTICES

- 3.4.45. It is likely that the construction works will be undertaken in accordance with the UK's 'Considerate Constructors Scheme' to help ensure that contractors carry out their operations in a safe and considerate manner, and actively minimise environmental risks.
- 3.4.46. In accordance with the Environment Agency's Pollution Prevention Guidance Notes, all construction works will be undertaken with suitable temporary drainage and pollution prevention measures in place. Further information on construction pollution mitigation measures is outlined in Volume 1, Chapter 12: Water Resources, Flood Risk and Drainage.
- 3.4.47. Further construction practices and mitigation measures are referred to in technical chapters 6 to 16.
- 3.4.48. A Construction Environmental Management Plan (CEMP) will be prepared, it is envisaged that this will be prepared pre-construction and secured by planning condition to consider wider construction related impacts. The CEMP will be 'live' document and it is anticipated that the CEMP will be prepared and implemented through an appropriately worded planning condition.

3.5 REFERENCES

- **Reference 3.1:** National Planning Policy Framework (2024). [Online] accessed via [National Planning Policy Framework - GOV.UK](#) [Accessed February 2025];
- **Reference 3.2:** Rochdale Core Strategy (2016). [Online] accessed via [Core Strategy documents | Rochdale Borough Council](#) [Accessed February 2025];
- **Reference 3.3:** Draft Rochdale Borough Local Plan Regulation 18 Consultation (2025). [Online] accessed via <https://democracy.rochdale.gov.uk/documents/s119274/Appendix%201.pdf> [Accessed December 2025];
- **Reference 3.4:** Northern Gateway Development Framework (JPA1.1) Supplementary Planning Document (2025). [Online] accessed via <https://www.bury.gov.uk/asset-library/northern-gateway-development-framework-jpa1.1-spd.pdf> [Accessed December 2025]; and
- **Reference 3.5:** Town and Country Planning (Use Classes) (Amendment) (England) Regulations 2020 – Statutory Instrument 2020 No. 757.

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